Community Environmental Advisory Commission
Minutes

Regular Meeting
November 17, 2021 - 05:00 PM
Online Meeting

Members present: Max Dalton, Indigo Davitt- Liu, Mark Dhennin, Tess Dornfeld, Mathew Douglas-May, Sandy Fazeli, Lauren Fleming, Maddie Henderson, Anna Johnson, Barbara Lunde, Nicholas Minderman, Suzanne Savanick Hansen, Jaqueline Zepeda (Quorum - 10)

Members not present: Hannah Bohn, Meron Demissie, Divine Islam, LesLee Jackson, Toya Lopez, Erin Niehoff

Staff: Kelly Muellman, Luke Hollenkamp

Guests: Peggy Clark, Steven Huser, Lee Samelson

Call to Order

1. *Roll Call.*

   13 members present

2. *Adoption of the agenda.*

3. *Acceptance of minutes*

October 20, 2021 Community Environmental Advisory Commission

Barbara moved to adopt the agenda and approve the minutes from October 2021. Tess seconded (with a shout-out to Julia for the quality of October's notes, including capturing everything in the chat). Kelly called roll. Approval was unanimous.

Consent

Location: Online Meeting, Dial-In Number: 612-276-6670 Phone Conference ID: 933 353 342#

Anna read the Land Acknowledgement: As we meet here today, we are reminded that Minneapolis is situated on the homelands of the Dakota people. An area that is steeped in rich Indigenous history, it is home to Indigenous people from more than 30 different nations. As a City, we have a responsibility to care for the land on which we live and work and all its natural surroundings. This stewardship is an integral part of our involvement in this commission, and we honor it as we begin our meeting. We now open this space to discuss ways in which we can support Indigenous people in our community.

Tess shared that it is Native American Heritage Month. Thursday, November 18 is Give to the Max Day. One organization we have locally in Minneapolis is MIGIZI. They have great programming and a capital campaign going on to rebuild the building they lost last year. https://www.migizi.org/support-us

This week is the anniversary of the 50th day of mourning in Plymouth.
2021 National Day of Mourning
Thursday, Nov. 25 - Beginning at 9am PT / 10 MT / 11 CT / 12pm ET
Cole's Hill, Plymouth, MA (hill above Plymouth Rock)

Live streaming here: https://www.youtube.com/watch?v=IrXXA2SaiAs
Hosted by the United American Indians of New England
An annual tradition since 1970, Day of Mourning is a solemn, spiritual and highly political day. Many fast from sundown the day before through the afternoon of that day. They are mourning ancestors and the genocide of their peoples and the theft of their lands. NDOM is a day when they mourn, but they also feel strength in action.

There is a film called *Indian Horse* which follows the life of a boarding school survivor.

Jacqueline: American Indian Center is having a chili feast next Wednesday. (aioic.org/FallFeast)
Takoda Academy will introduce jobs and trainings they have available.
Jacqueline will be doing a resource drop next Thursday. instagram: @cempazuchitlcollective for info on programming; donate to get wool socks to Indigenous folks: venmo @BIPOCskillshares

Presentations:

What is in the Federal Infrastructure Bill? – Steve Huser – Intergovernmental Relations (IGR)

Steven provided a quick overview of Infrastructure Investments and Jobs Act (IIJA). IGR is still trying to sort out what the City or the State will be getting. They will work with Sustainability staff to get CEAC as much information as they get it.

HR 3684, will provide $1.2 trillion in total funding – over eight years – for transit, roads, bridges, and other statewide infrastructure investments.

Minnesota-specific investments include:

- $4.5 billion to address highway needs,
- $818 million for public transportation,
- $680 million over five years to improve water infrastructure,
- $302 million for bridge replacement and repairs, and access to
- $100 million in broadband funding.

The IIJA will invest $973 billion in infrastructure over the next five years (Fy2022-FY2026). Approximately 52% of investments will be directed toward modernizing and making improvements to transportation infrastructure such as highways, roads, and bridges.

Climate Change and Alternative Vehicles / Energy – will receive quite a bit of funding, including:

- Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program: $8.7 billion
- Transportation Resilience and Adaptation Centers of Excellence: $500 million
- Electric Vehicle Charging Stations & Alternative Fuel Infrastructure Grants: $2.5 billion
- Healthy Streets Program: $500 million
- Metropolitan Congestion Reduction: $250 million
- Truck Idling and Emissions Reduction at port facilities: $250 million
- Carbon Dioxide Transportation Infrastructure Finance and Innovation (CIFIA) program (carbon capture programs): $2.1 billion
    - provide flexible, low-interest loans for carbon dioxide transportation infrastructure projects and grants for new infrastructure to facilitate future growth.
- Energy Efficiency Revolving Loan Fund Capitalization Grant Program: $250 million

- Civil Nuclear Credit program: $6 billion
- EPA Rebates to replace school buses with zero-emission buses: $5 billion
- DOT pilot program to provide grants to purchase electric or low-emission ferries

Energy Cybersecurity received the following funding:

- Cyber Response and Recovery Fund: $140 million
- Cyberthreats prevention and response grants: $250 million
- Identifying and mitigating cyber vulnerabilities grants: $250 million
- Manufacturing and Recycling of advanced low-carbon energy materials and retrofitting industrial facilities to reduce emissions: $750 million
- Research & Development grants for recycling/reusing applications for electric vehicle batteries: $200 million

[A full list is included at the end of the meeting notes.]

For some of these new programs, staff are writing the rules and guidance now or haven't started yet. There is still a lot to figure out at the Federal agencies. Could take 6-12 months.

Question ("Q"): Opportunities for funding for local governments?
Answer ("A"): We are watching for opportunities. May trickle down from Federal to State to Local.

Q: Are there parameters around hiring? Especially prioritizing BIPOC workers?
A: Short answer: Not sure the specifics yet. It's possible that the Federal and State will include them.

Q: Carbon capture and storage program. This doesn't feel like something local governments would do. How does this fit with what local governments are doing?
A: These will likely be incentive programs for private business, but doesn't know this for sure.

Q: City readiness to accept the funds. Over 5 years is helpful. How prepared to folks feel to utilize this opportunity and spend it in a way that is intentional?
A: It's going to be a challenge to get a handle on this size of investment (unknown in recent memory). And there is opportunity for Build Back Better bill. A good challenge to have. Part of the challenge is not having the details of what we would be getting directly, what we need to compete for, and what would be going to the State for us to work with.

Fair Share Science Based GHG target Recommendations – Nick Minderman & Luke Hollenkamp

Nick Minderman shared that a working group of six CEAC members met twice to discuss science-based targets for greenhouse gas emissions. This is a report-out of what that group has done.

The working group grappled with the following questions: What should the City consider when applying a science-based target framework? Were the guidelines for science-based targets clear? How do we handle weather-dependent emissions reductions? How do we communicate the science-based targets (and does it change our current approach)? What issues may emerge if the city adopts science-based climate targets (be proactive)?

Recommendations (Part 1)

Regarding clarity of guidance: The guidelines are mostly clear. The only issue was how do deal with selecting the first year of emissions (need to choose where you start, which sets how high your target is and how compressed your time period is). The working group's recommendation: Go with a 3-year average centered on 2019 (includes but is not dominated by 2020).

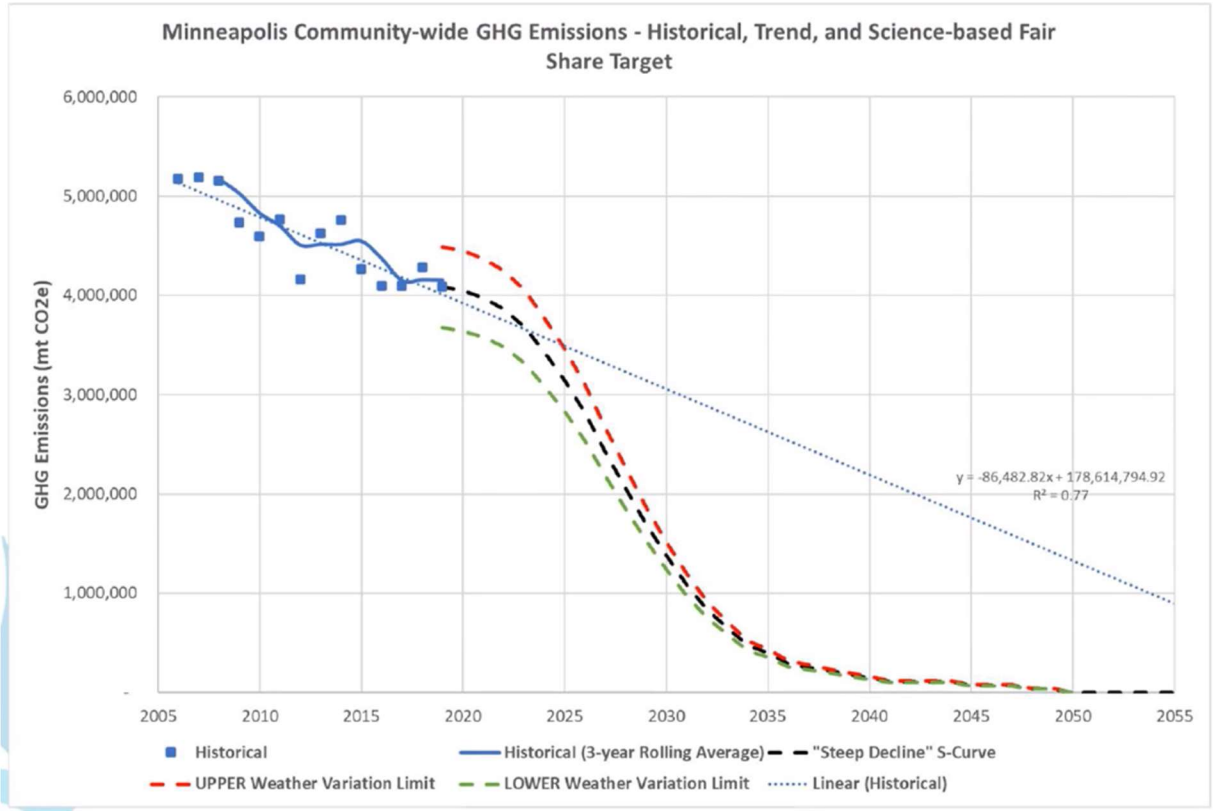
The group also recommended omitting refrigerant emissions because they are naturally being phased out. Focus on targeting core gases: carbon dioxide, methane and nitrous oxide.

Q: Why the three-year average including 2020? Any other pros or cons?
A: Setting it solely on 2020 would be too aggressive; we are anticipating a rebound from COVID-related reductions. We also don't want to ignore 2020. Pushing the curve down is important for buying time for later year emissions. Also, setting a baseline year becomes less and less important as the years go on (eventually goes to zero emissions). Makes the most difference between now and 2027.

Nick shared that for handling natural variation in emissions due to weather fluctuations, the working group recommended using a "bounded" approach that gives an acceptable amount of variation above and below the annual goal.

Comment ("C"): Support for the approach that was selected. A more scientific approach would be to normalize, but agrees that it reduces the transparency, makes it less understandable to stakeholders. The upper and lower bound approach makes sense.
C: The working group talked a lot about weather normalizing, but that builds in assumption that there is "normal" weather.
C: Communicate the impact of weather on the performance.

Luke shared a chart of emissions including historical and projected data. The black dotted line represents the S-curve. City has a "steep decline" S-curve because of its relative wealth and contribution of carbon emissions. This is using a fair-share model, indicating we need to aggressively reduce emissions in the near-term. The chart shows an upper (red) and lower (green) bound. Anything above the red dotted line, regardless of weather, is concerning. Anything close to the green dotted line means we are on track. At about 2023 the progress we are making right will not be enough. The boundary is plus- or minus 10%.



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Working Group recommendations (Part 2)

Communicating Science-based targets: most of the action will have to occur in the next 10 years to shift the moment (there is so much inertia with business as usual). Recommend tracking cumulative emissions and a total budget before 2050, in addition to annual emissions along the S-curve.

Q: I really like the cumulative “emissions bank” analogy for messaging. Can you remind us where the high income/high emissions curve comes from?
A: The high income/high emissions curve comes from C40 cities organization from around 2-3 years ago. They wanted to create fair-share science-based carbon targets.

Issues emerging from adopting a science-based target:
1) Equity: more emission reductions to gain from areas of concentrated affluence (significant population of above-average wealth), but we can’t focus on that and risk ignoring other areas. There are still consumption habits in areas of concentrated poverty. There are overlapping values where efforts to reduce emissions could be beneficial to achieve other quality of life goals, and focusing on areas of affluence will likely reinforce historical inequities.
2) Control: the City of Minneapolis has limited control over many emissions sources. Will need to rely on influencing decisions
3) Disruption of lifestyle: a lot of daily habits impact our emissions (e.g., getting in your car, having something delivered immediately, having disposable materials that are more shelf-stable versus more perishable products)

Our carbon budget from 2019 until 2050 is 37,752,463 metric tons. In 2020 we used 3.5M metric tons, and therefore have 34.2M metric tons remaining.

C (in the chat): What that means is a lot of windmills, unless we use nuclear. Also storage processes that presently don't exist.

Q: Thinking about how we communicate these targets… who is the target of the communications? Who are we trying to reach? It sends a pretty powerful message of urgency.
A: We didn't have a particular audience in mind.

Q: City Council is probably a great audience for this message. With transition of several City Council members, what is the process for onboarding new city Council members and learning about Sustainability and science-based targets?
A: In early January, all Council members will be sworn in. Then they will make Committees and Committee assignments (mid-January). Then we will find out which Committee the Sustainability office's work falls under. Then both privately and publicly we will educate those Committee members. This will all likely be in the first and second quarters of 2022.
C: There is the added dynamic of the change in government structure.
C: The Mayor won't need to be brought up to speed, but we will want to keep him up to speed.
C: In the context of the Climate Action Plan, it might just be members on the Committee that Sustainability reports to. But these issues need to be introduced to all Council members. Suggesting an update to the whole City Council.

C (in the chat): I think that merely presenting this without a possible plan to achieve this will not communicate much.
C: That's what an update to a Climate Action Plan will do. But I don't think we will get to a point in the Climate Action Plan where we will have a wedge-chart that shows how we get to zero emissions. We don't know exactly how to get there. But we do have a framework that can guide us. We also need to show humility that to achieve these goals are not in the power of the City. You can start to tell a story about what our future needs to look like.
C (in the chat): Net zero is pretty clear. All users contribute nothing. Almost all of this is not in the power of the city. So it is pointless to present it.
C: Having goals like this, gives us clarity on how much needs to be done and how quickly. With that knowledge we can build action plans and investment plans. To the extent we can indicate what that looks like we should give examples of what will it take to get there.

Q: Are you looking to adopt these science-based targets in place of the goals the current Climate Action Plan has? Was just looking at goals for major utilities, they have pretty big goals which would feed into this.
A: Yes, this would replace the City's existing climate goals. Steps in the process could include an approval of these goals from CEAC, bringing them to EVAC (Energy Vision Advisory Committee), and then bringing them to the City Council for approval.

Q (in the chat): Do you support the proposal by Excel to raise electrical rates to support more transmission lines?

C (in the chat): I think the road that I see you planning on is that all would become electric. This would greatly affect the electric load, maybe tripling it. And if all electric went zero emission, that is more than a major change in the electric grid.

C: The purpose of presenting this work is to get feedback and raise questions about how a science-based target was developed and how it would be applied.

C: Communicate the plan, but not the numbers (metric tons of carbon is gibberish).
A: We will need to communicate the other benefits of taking these actions, and communicate the implications of the alternative (no action). We'll have to provide the end-goal and need.

C: Thank you for the working group's work on this. A target for each year is really valuable. The vision piece is really exciting and important. Putting it into understandable terms, like x% of buildings will be powered by renewables by x date.

C: The science-based targets are the way that all of us need to go. Appreciate that they will be incorporated into an update to a climate action plan – it is the most recent science. Are we ready for a recommendation for approval now?
C: We should give more background as to why we are adopting the targets. For example, we are adopting these targets in order to limit the earth's warming to 1.5 degrees C.
C: We should make the motion tonight and see if the motion passes.
C: We should adopt the recommendations. We could provide scenarios for potential ways to get to these targets. We can get a relative cost of each of these buckets. This could help our case. It might scare people off, too. Show that there are foreseeable paths for us to get there. This could be a follow-up action to approving this target.
C: Friendly suggestion: "CEAC recommends that the City replace its existing GHG emissions reduction targets with science-based, fair share targets. We also recommend the City update its climate action plan accordingly. CEAC stands ready to collaborate and advise as part of that process."

Time of Rent Energy Cost Disclosure Policy – Luke Hollenkamp

Luke reminded CEAC members that the City has an ordinance to disclose energy costs to renters of residential buildings. This has gone into effect for 5+ unit residential buildings. Potential renters can see the average monthly energy costs. The City and the utilities are petitioning the Public Utilities Commission with a novel way to aggregate, deidentify and share energy costs with prospective renters. It will convey a confidence interval of monthly energy costs. Would like input on how to communicate this information to prospective renters.

Utility filling with City Letter of Support for time of rent ordinance:
https://www.edockets.state.mn.us/EFiling/edockets/searchDocuments.do?method=showPoup&documentId={B061CD7C-0000-C81B-9D54-B9BF03B34A3F}&documentTitle=202110-179305-01

Q: What is the PUC timeline?
A: Filed on October 29, 2021. PUC will have an open comment period through early December. There will be a reply comment period from December through January. Decision could come in January or February. We don't necessarily want to wait for PUC decision to develop communications.

C: Share through Neighborhood and Community Relations email lists and City Council contact lists.

Returning to Science Based Targets

Proposal from Nick:

Whereas: Current science regarding climate action indicates that more aggressive reductions are necessary to prevent global temperature changes in excess of 1.5 degrees Celsius, and

Whereas: The City of Minneapolis falls in the high wealth, high emission category for science-based targets as adopted by the C40 Cities, and

Whereas: The Minneapolis Climate Action Plan includes greenhouse gas emission reduction goals that currently would fall short of the emissions reductions required of a high wealth, high emission communities, and

Whereas: Without updated greenhouse gas reduction goals, the City would not be providing appropriate guidance to Departments, Commissions, and other stakeholders regarding the necessity of climate actions and an update to the Climate Action Plan

Therefore, be it resolved that CEAC recommends the City of Minneapolis adopts the attached science-based target curve for the time period from 2020 through 2050. We also recommend the City update its climate action plan accordingly. CEAC stands ready to collaborate and advise as part of that process.

Tess moved to adopt the resolution as written by Nick with editorial rights allotted to the Chair
Mark seconded the motion.
Kelly called roll. There was unanimous approval of the resolution

Adjournment

Anna asked for any other comments or announcements. Hearing none, the meeting was adjourned shortly after 7pm.

Next Community Environmental Advisory Commission meeting: December 15, 2021 from 5-7 PM – All meetings will be a virtual

Notice:

A portion of this meeting may be closed to the public pursuant to MN Statutes Section 13D.03 or 13D.05.

For reasonable accommodations or alternative formats please contact the City Coordinator's Office at 612-673-2563 or e-mail sustainability@minneapolismn.gov. People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-263-6850. Para asistencia 612-673-2700 - Rau kev pab 612-673-2800 - Hadii aad Caawimaad u baahantahay 612-673-3500.

Infrastructure Investments and Jobs Act Overview

HR 3684, will provide $1.2 trillion in total funding – over eight years – for transit, roads, bridges, and other statewide infrastructure investments.

Minnesota-specific investments include:

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$818 million for public transportation,
$680 million over five years to improve water infrastructure,
$302 million for bridge replacement and repairs, and access to
$100 million in broadband funding.

The IIJA will invest $973 billion in infrastructure over the next five years (Fy2022-FY2026). Approximately 52% of investments will be directed toward modernizing and making improvements to transportation infrastructure such as highways, roads, and bridges. Below is an outline of where the investments will be made.

- Transportation
  - Highways: **$273.2 billion**
  - Bridges: **$6.5 billion**
  - Urbanized Area Formula Grants: **$33.5 billion**
  - State of Good Repair Grants Program (older rail and bus systems): **$18.4 billion**
  - Rural Public Transportation: **$4.58 billion**
  - Bus and Facility Formula Grants: **$3.16 billion**
  - Low or zero-emission bus grants: **$2.34 billion**
  - Improvements of transit services for seniors and individuals with disabilities in both urbanized and rural areas: **$1.94 billion**
- Tribal, Territorial, & Federal Lands
  - Tribal Transportation Program: **$3.01 billion**
  - Federal Lands Transportation Program: **$2.19 billion**
  - Nationally Significant Federal Lands and Tribal Projects: **$1.5 billion**
  - Federal Lands Access Program: **$1.49 billion**
  - Territorial and Puerto Rico Highway Program: **$1.14 billion**
- Climate Change & Alternative Vehicles/Energy
  - Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program: **$8.7 billion**
  - Transportation Resilience and Adaptation Centers of Excellence: **$500 million**
  - Electric Vehicle Charging Stations & Alternative Fuel Infrastructure Grants: **$2.5 billion**
  - Healthy Streets Program: **$500 million**
  - Metropolitan Congestion Reduction: **$250 million**
  - Truck Idling and Emissions Reduction at port facilities: **$250 million**
  - Carbon Dioxide Transportation Infrastructure Finance and Innovation (CIFIA) program (carbon capture programs): **$2.1 billion**
    provide flexible, low-interest loans for carbon dioxide transportation infrastructure projects and grants for new infrastructure to facilitate future growth.
  - Energy Efficiency Revolving Loan Fund Capitalization Grant Program: **$250 million**
  - Civil Nuclear Credit program: **$6 billion**
  - EPA Rebates to replace school buses with zero-emission buses: $5 billion
  - DOT pilot program to provide grants to purchase electric or low-emission ferries
- Energy Cybersecurity
  - Cyber Response and Recovery Fund: **$140 million**
  - Cyberthreats prevention and response grants: **$250 million**
  - Identifying and mitigating cyber vulnerabilities grants: **$250 million**
  - Manufacturing and Recycling of advanced low-carbon energy materials and retrofitting industrial facilities to reduce emissions: **$750 million**
  - Research & Development grants for recycling/reusing applications for electric vehicle batteries: **$200 million**
- Broadband
  - Broadband Equity, Access, and Deployment Program: **$42.5 billion**

    - State Digital Equity Capacity Grant Program: **$60 million** (digital equity plans), **$1.44 billion** for capacity grants to states to implement their plans
    - Digital Equity Competitive Grant Program: **$1.25 billion**
    - Middle Mile Grants: $1 billion
    - National Telecommunications and Information Administration (NTIA) grants: **$42.5 billion** (broadband deployment)
    - Affordable Connectivity Program: **$14.2 billion**
    - NTIA Digital Inclusion and Equity grants: **$2.75 billion**
    - USDA rural broadband loans: **$2 billion**
    - Tribal Broadband Connectivity Program: **$2 billion**
- Minority businesses
    - Department of Commerce Minority Business Development Agency (MBDA): **$550 million**
- FEMA
    - National Flood Insurance Fund: **$3.5 billion**
    - Disaster Relief Fund (pre-disaster hazard mitigation assistance): **$1 billion**
- Additional Funding
    - Infrastructure for Rebuilding America (INFRA) Grant Program: **$4.8 billion**
    - FHWA Administrative Expenses: **$2.56 billion**
    - Rural Surface Transportation Grant Program: **$2 billion**
    - Transportation Infrastructure Finance and Innovation Act (TIFIA) program: **$1.25 billion**
    - Ferry Boats and Terminal Facilities Construction: **$570 million**
    - Pilot program offering grants to explore removing/retrofitting transportation facilities that created community barriers to mobility or economic development: **$500 million**
    - School Improvements that reduce energy costs: **$500 million**
    - Abandoned Mine Land Reclamation Fund: **$11.3 billion**
    - Advance nuclear reactor demonstrations: **$3.21 billion**
    - Demonstration projects related to carbon capture at coal and natural gas-fired operations: **$2.54 billion** (and an additional **$937 million** over four years for large-scale carbon capture pilot projects
    - Wildfire Mitigation: $3.37 billion
    - Ecosystem restoration activities: $2.13 billion
    - Department of Energy (DOE) Office of Clean Energy Demonstrations: **$21.5 billion**
    - DOE energy efficiency and renewable energy activities: **$16.3 billion**
    - DOE Office of Electricity: **$8.1 billion**
    - DOE Office of Fossil Energy and Carbon Management: **$7.5 billion**
    - Department of Interior Orphaned well site plugging and restoration: **$4.68 billion**
    - EPA Recycling Programs: **$90 million**
    - Army Corps construction projects: **$11.6 billion**
    - Indian Health Service: **$3.5 billion**
    - Border facilities construction and repairs: $3.42 billion
    - USDA Forest Service: **$2.85 billion** (national forest system), **$1.53 billion** (state and private forestry), **$1.46 billion** (wildland fire management)
    - NOAA grants for mapping, forecasting, and other activities: **$2.61 billion**
    - Maritime Administration port infrastructure development program: **$2.25 billion**